



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BISMARCK, ND	<b>Accident Number:</b>	DEN84FA042
<b>Date &amp; Time:</b>	12/14/1983, 1841 CST	<b>Registration:</b>	N1151N
<b>Aircraft:</b>	MOONEY M20J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 2 Minor, 1 None

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Non-scheduled

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## Analysis

THE PLT OF N1151N REPORTED THAT THE DEPARTURE ARPT HAD SOME DRIFTING SNOW WHICH CAUSED THE R BRAKE TO FREEZE AFTER TAKEOFF. WHEN THE ACFT WAS LANDED, THE R TIRE SLID UNTIL IT WORE THRU, THEN DEFLATED. THE PLT STOPPED THE ACFT ON THE RWY, INFORMED TOWER PSNL OF THE SITUATION & ASKED THEM TO SEND SOMEONE TO HELP. IN THE MEANTIME, A BOEING 737 TAXIED TO THE RWY. WHILE TAXIING, THE BOEING AIRCREW NOTED THE SILHOUETTE OF THE DISABLED ACFT, BUT DID NOT NOTICE ANY LIGHTS. THEY CONTINUED TAXIING TO THE RWY, MOVED INTO POSITION FOR TAKEOFF, BUT HELD WHILE WAITING FOR N1151N TO BE REMOVED FROM THE RWY. THE PLT OF N1151N SAID HE LEFT HIS LIGHTS ON UNTIL HE SAW THE GND SVC VEHICLE, THEN TURNED THEM OFF WHEN THE VEHICLE WAS 'ALMOST TO US.' THE VEHICLE OCCUPANTS REPORTED THAT THE TOWER HAD ASKED THEM TO 'HURRY UP' & SAID THEY WERE DRIVING ABOUT 30 MPH. AS THEY PROCEEDED DOWN THE RWY, THEY SAW THE ROTATING BEACON OF THE BOEING 737, WHICH THEY THOUGHT WAS N1151N. THEY DID NOT SEE N1151N UNTIL AFTER THE VEHICLE HIT THE ACFT'S L WING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
  2. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
  3. (F) LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN
  4. (F) LANDING GEAR, TIRE - FAILURE, TOTAL
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: STANDING - ENGINE(S) NOT OPERATING

### Findings

5. (F) LIGHT CONDITION - DARK NIGHT
6. EXTERIOR LIGHT(S) - SWITCHED OFF
7. (F) LANDING LIGHTS - NOT USED - PILOT IN COMMAND
8. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

## Factual Information

### Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 3080 hours (Total, this make and model), 190 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N1151N
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A3B6D
Registered Owner:		Rated Power:	200 hp
Operator:	ALFRED C PIETSCH	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	PIETSCH FLYING SERVICE	Operator Designator Code:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BIS, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1924	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1700 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 2700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-10°C / -12°C
Precipitation and Obscuration:			
Departure Point:	FARGO, ND (FAR)	Type of Flight Plan Filed:	VFR/IFR
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:	BISMARCK MUNI	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	ADF/NDB
Runway Length/Width:	8788 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor, 1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).